

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

SPOKANE DIVISION

TIME TABLE No. 19

TO TAKE EFFECT AT TWELVE-ONE (12:01) O'CLOCK A. M.

SUNDAY, FEBRUARY 9th, 1908.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

L. W. BOWEN, Superintendent.

E. L. BROWN, General Superintendent.

W. C. WATROUS, General Supt. of Transportation.

H. A. KENNEDY, Asst. General Manager.

J. M. GRUBER, General Manager.

WEST BOUND.

FIRST DISTRICT—TROY TO SPOKANE.

THIRD CLASS.

SECOND CLASS.

FIRST CLASS.

	THIRD CLASS.			SECOND CLASS.		FIRST CLASS.					Car Capacity of Sub- part	Distance from Troy.	TIME TABLE No. 19.			
	689	701 S. F. & N.	691	417	401	255 S. F. & N.	257 S. F. & N.	263	3	1			IN EFFECT FEB. 9, 1908.			
	Midn. Freight Leave Daily Ex. Tuesday	Way Freight Leave Daily	Way Freight Leave Daily Ex. Sunday	Fast Freight Leave Daily	Fast Freight Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily			STATIONS.			
	6.05am			3.45pm	5.55am				11.30am	2.50am	450	0.0	DN-R.	TROY	UX	
	6.40			4.20	6.30				11.45	3.07	69	6.7		6.7 YAKT		
	7.15			4.45	7.05				12.00	3.25	87	13.7	DN	7.0 LEGBIA	GA	
	7.55			5.15	7.40				12.17pm	3.41	65	20.8		7.1 KATKA		
	8.30			5.40	8.15				12.30	3.54	69	27.2		8.4 CROSSPORT		
	9.05			6.00	8.40			7.25am	12.45	4.04	201	31.4	DN-R.	4.3 BONNER'S FERRY	BT	
												31.9		0.5 K. V. RY. JCT.		
	9.35			6.20	9.05			7.35	12.55	4.14	70	38.3		4.4 MORAVIA		
	10.10			402 7.15	9.35			7.50	1.10	4.29	80	42.7	D	6.3 NAPLES	NA	
	10.50			7.55	10.15			8.07	1.25	4.44	80	50.3		7.6 ELMIRA		
	11.25			8.20	10.35			8.23	1.40	4.55	77	57.3		7.0 COLBURN		
	11.40							8.28			20	59.5		3.2 BRONX		
	12.05pm			294 8.45	11.00			8.42	2.00	5.07	63	65.4	DN	5.9 SAND POINT	SA	
	12.30			690 9.30	11.30			9.00	2.15	5.20	85	74.0		8.6 WHENCOE		
	12.55			9.55	12.05pm			9.12	2.25	5.28	50	78.8	D	4.8 LACLEDE	C	
	1.40			10.25	12.40			9.30	2.43	5.41	81	87.1	D	8.3 PRIEST RIVER	NC	
	2.25			11.00	1.20			690 9.45	3.04	5.55	82	94.1	DN	7.0 NEWPORT	NR	
	2.45							9.55			31	97.5		3.4 PERRITH		
	402-3 3.20			11.30	1.45			10.06	690-402 3.20	6.08	81	101.9	DN	4.5 SCOTIA	SC	
	3.55			4 12.05am	402 2.15			10.26	3.35	6.19	68	108.9		6.9 CAMDEN		
	4.10							10.38	3.42		12	111.5	D	2.9 HILK	KI	
	4.30			12.45	2.45			10.45	3.53	6.29	92	115.9	DN	4.5 MILAN	LA	
	4.55			1.10	3.15			11.00	4.06	6.41	85	122.5		6.5 CHATTAROY		
	258 5.15	402 1.00pm		1.45	3.35			4.36pm	9.10am	256 2 11.13	107	126.3	DN-R	3.8 COLBERT	SP	
	5.30	1.30		702 2.22	4.00			4.45	9.20	4.28	76	130.7		4.3 MORSE		
	294 6.00pm	2.00pm	5.30am	3.25am 5.00am	3.25am 5.00am	255-256 264-692		401-258 4.55	9.30	11.45	402 4.45	135.5	DN-R	4.8 HILLYARD	50	
								5.05	9.40	11.55	4.55	139.0	DN	3.5 O. R. & N. JCT.	JB	
			6.15am	5.45am	7.35pm			5.10pm	9.45am	12.00pm	692 5.00pm	140.2	DN-R	3.5 SPOKANE	J	
	Arrive Daily Ex. Tuesday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
	689	701	691	417	401			255	257	263	3					
	11.55 11.7	1.00 9.0	0.45 6.0	14.00 10.	13.40 10.4			0.35 23.8	0.35 23.8	4.35 23.7	5.30 25.5					

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

Between Spokane and Hillyard all trains will be operated under a block system, which will consist of a clearance from the Operators at Spokane and Hillyard.

No train or engine will run between above points unless Conductor and Engineer hold clearance card, Form No. 80, properly numbered, O. K'd and completed. Form No. 210 not required in addition.

All trains must register their arrival and departure at Troy, Bonner's Ferry, Colbert, Hillyard and Spokane.

All trains except No. 1 will register arrival and departure at Sand Point, No. 1 will register by card.

No. 263 will take siding for No. 2 where they meet.

No. 3 will take siding for No. 2 where they meet.

Troy is the initial point for Nos. 1, 3, 401, 417 and 689.

Bonner's Ferry is the initial point for No. 263.

Colbert is the initial point for Nos. 255, 257 and 701.

Hillyard is the initial point for No. 691.

Passing track Sand Point located one mile west of depot.

Maximum Rates of Speed for Passenger Trains, and must not be exceeded anywhere on District's main-line.

Troy to Yakt, 45 miles per hour.

Yakt to Crossport, 35 miles per hour.

Crossport to Scotia, 40 miles per hour.

Scotia to Camden, 25 miles per hour.

Camden to Spokane, 40 miles per hour.

Time Over District
Average Speed Per Hour.

FIRST DISTRICT—SPOKANE TO TROY.

EAST BOUND.

TIME TABLE No. 19
IN EFFECT FEB 9, 1903.

STATIONS.	Distance from Spokane.	Water, Coal, Wire Turb. Traction, Scales and Closures.	FIRST CLASS.					SECOND CLASS.			THIRD CLASS.			
			2	4	264	256 S. F. & N.	258 S. F. & N.	402	692	702 S. F. & N.	690			
			Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Fast Freight Arrive Daily	Way Freight Arrive Daily Ex. Monday	Way Freight Arrive Daily	Misc. Freight Arrive Daily Ex. Monday			
DN-R TROY	UX	140.2	WCT	417 3 45Pm	4 10Am				11 00Pm					
0 7 YAKT		133.5		3 29	3 47				10 30					
DN 7 0 LEONIA	OR	126.5		3 13	3 25				9 35					
7 1 KATKA		119.4	W	2 56	3 09				9 10					
6 4 CROSSPORT		113.0		2 41	2 55				8 50					
DN-R 4 3 BONNER'S FERRY	BY	108.7	WY	2 30	2 45	10 05Pm			8 30					
0 5 K. V. RY. JCT		108.3												
4 1 MOHAVIA		103.9		2 17	2 35	9 54			7 45					
DN 0 3 NAPLES	RA	97.5	W	2 06	2 24	9 40			7 15					
7 6 ELMIRA		89.9		1 50	2 11	9 21			6 55					
7 0 COLBURN		82.9		1 40	1 58	9 04			6 35					
2 BRONX		80.7				8 50								
DN 2 0 SAND POINT	SA	74.8	WCY	1 21	1 43	8 45			6 00			8 00 12 05Pm		
8 0 WRENCOE		66.2		1 03	1 23	8 25			5 10			4 01 11 30		
D 4 5 LACLEDE	C	61.4		6 50 12 55	1 15	8 14			4 55			11 05		
D 8 3 PRIEST RIVER	RC	53.2	W	4 01 12 40	12 50	7 55			4 25			10 30		
DN 7 0 NEWPORT	NR	46.1	W	12 25	12 41	7 30			3 55			2 53 9 45		
3 4 FERRIS		42.7				7 30						9 15		
DN 4 5 SCOTIA	SC	38.3		12 07Pm	12 20	7 18			3 20			8 55		
3 0 CAMDEN		31.3	W	11 48	12 05Am	7 02			2 15			8 25		
D 2 0 ELK	KE	28.7		11 43		6 55						8 10		
DN 4 5 MILAN	RA	24.3		11 32	11 51	6 45			1 40			7 40		
6 8 CHATTAROY		17.7		11 20	11 40	6 30			1 15			7 05		
DN-R 3 8 COLBERT	SF	13.9	W	2 03 11 13	11 33	6 20	2 53 11 00Am	6 50 5 15Pm	7 01 1 00			2 40Am 6 49		
4 3 MORSE	MO	9.5		11 05	11 23	6 10	10 50	5 05	12 45			4 17 2 22	6 15	
DN-R 4 8 HILLYARD	SO	4.7	WCY	10 55 10 50	11 15 11 10	6 00	4 02 10 40	4 01 4 55	2 55 2 30Pm 2 56 3 35Am			4 01 6 30Pm	5 45Am	
DN 3 5 O. R. & N. JCT	JC	1.2		10 40	11 00	5 50	10 30	4 35						
DN-R 1 2 SPOKANE	F	0.0	WO	10 35Am Leave Daily	10 50Pm Leave Daily	5 45Pm Leave Daily	10 25Am Leave Daily	4 30Pm Leave Daily	9 55Am Leave Daily			2 55-3 204 5 55Pm Leave Daily Ex. Monday	2 00Am Leave Daily	5 45Am Leave Daily Ex. Monday
				2	4	264	256	258	402			69?	702	690
Time Over District				5 10	5 15	4 20	0 35	0 45	13 05			6 35	0 40	6 20
Average Speed Per Hour.				27.09	26.7	25.1	24.0	18.0	11.5			12.1	13.6	11.1

Maximum Rates of Speed for Passenger Trains, and must not be exceeded anywhere on Districts mentioned:

Spokane to Camden, 40 miles per hour.
Camden to Scotia, 35 miles per hour.
Scotia to Crossport, 40 miles per hour.
Crossport to Yakt, 35 miles per hour.
Yakt to Troy, 45 miles per hour.

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

Spokane is the initial point for Nos. 2, 4, 264, 256, 258, 402 and 692.
Hillyard is the initial point for Nos. 690 and 702.

WEST BOUND.

SECOND DISTRICT—SPOKANE AND WILSON CREEK.

EAST BOUND.

THIRD CLASS.			SECOND CLASS.			FIRST CLASS.			FIRST CLASS.			SECOND CLASS.		THIRD CLASS.	
691	417	401	267	3	1				2	4	268	402	692		
Mid. Freight	Fast Freight	Fast Freight	Passenger	Passenger	Passenger	Cap. Capacity of Sid- ings.	Distance from Spokane.	TIME TABLE No. 19. IN EFFECT FEB. 9, 1908.	Distance from Wil- son Creek.	Water, Coal, Oil, Lumber and Crystals.	Passenger	Passenger	Time Freight	Mid. Freight	
Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS.			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily
6:20Am	5:45Am	7:55Pm	6:30Pm	5:15Pm	7:00Am	Yard	0.0	DN-R.....SPOKANE.....P	98.7	WO	10:20Am	10:40Pm	10:00Am	9:50Am	5:10Pm
6:35	6:05	8:05	6:38	5:28	7:57	55	3.0	3.0.....FORT WRIGHT.....	95.7		10:12	10:32	9:52	9:35	4:50
7:25	6:30	9:05	6:52	5:37	8:12	67	9.0	0.0.....HIGHLAND.....	89.7		10:02	10:23	9:42	9:10	4:35
7:50	7:00	9:35	7:00	5:46	8:22	73	12.4	3.4 DN.....LYONS.....YA	86.3	W	9:55	10:17	9:36	8:55	4:10
402-1 8:35	7:25	10:07	7:15	5:57	8:35	130	17.7	5.3.....GALENA.....	81.0		9:44	10:07	9:22	8:35	3:45
Ar De 9:05 208 9:37 2	402 7:45	10:25	7:28	6:07	8:43	104	21.8	4.2 D.....ESPANOLA.....SN	76.9	W	9:37	10:00	9:11	7:45	3:30
10:00	8:10	10:50	7:42	6:18	8:55	131	28.4	6.8.....WAUKON.....	70.3		9:24	9:50	8:55	7:25	2:35
10:30	Ar De 8:30 208 9:12 2-1	11:15	7:58	6:30	9:12	105	34.0	5.9 DN.....EDWALL.....WH	64.7	W	417-1 9:12	9:37	8:35	7:05	1:55
11:15	10:00	11:50	8:20	6:45	9:27	130	43.2	9.2.....BLDESTEM.....	55.5		8:54	9:20	8:14	6:35	1:15
12:30Pm	10:30	12:20Am	8:40	7:00	9:40	150	50.6	7.4 DN.....HARRINGTON.....HI	48.1	W	8:42	9:05	7:50	5:55	12:30Pm
12:55	10:50	12:35	8:57	7:08	9:47	60	55.3	4.7.....MOROCCO.....	43.4		8:30	8:57	7:45	5:25	11:50
1:00	10:55	12:40	9:00	7:10	9:49	8	58.8	1.5 D.....MOHLER.....K	41.9		8:28	8:55	7:40	5:00	11:45
1:25	11:25	12:55	9:09	7:18	9:55	127	61.0	4.2 DN.....DOWNS.....DN	37.7		8:19	8:45	7:28	5:00	11:25
1:50	11:45	1:10	9:20	7:25	10:02	111	65.6	4.6.....LAMONA.....	33.1	W	8:10	8:36	7:17	4:35	11:00
2:35	12:15Pm	1:45	9:40	7:41	10:19	76	75.8	10.2 DN.....ODESSA.....OD	22.9		7:52	8:15	6:52	3:50	10:19
3:30	12:45	2:15	9:58	7:55	10:33	104	84.7	8.9.....IRBY.....	14.0	W	7:35	7:55	6:32	3:10	9:10
4:15	1:05	2:45	10:14	8:12	10:45	67	92.1	7.4 D.....KRUPP.....KR	6.6		7:22	7:33	6:15	2:45	8:20
5:00Pm	1:35Pm	3:15Am	10:30Pm	8:23Pm	10:56Am	228	98.7	6.0 DN-R.....WILSON CREEK.....Z	0.0	WCT	7:10Am	7:18Pm	6:00Am	2:00Am	7:45Am
Ar De 691 Ex. Monday	Ar De 417 Daily	Ar De 401 Daily	Ar De 267 Daily	Ar De 3 Daily	Ar De 1 Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Monday
691	417	401	267	3	1						2	4	268	402	692
10:40 9:3	7:50 12:8	7:20 13:5	4:00 24:7	3:09 21:82	3:06 21:84			Time Over District. Average Speed Per Hour.			3:10 31:05	3:22 31:00	4:00 24:7	7:50 12:00	9:25 10:00

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

Spokane is the initial point for Nos. 1, 3, 267, 401, 417 and 691.

Wilson Creek is the initial point for Nos. 2, 4, 208, 402 and 692.

All east bound trains, except No. 4, will use left hand or passing track from Monroe Street, Spokane.

Between Spokane and Hillyard all trains will be operated under a block system, which will consist of a clearance from the operators at Hillyard and Spokane.

No train or engine will run between above points unless Conductor and Engineer have clearance card, Form 80, properly numbered, O. K.'d and completed. Form No. 219 not required in addition.

All trains must register their arrival and departure at Spokane and Wilson Creek.

Maximum rates of speed for Passenger Trains, and must not be exceeded anywhere on Districts mentioned:

Between Spokane and Wilson Creek, 50 miles per hour.

THIRD CLASS.			SECOND CLASS.		FIRST CLASS.		Cgr. Capacity of Shipment.	Distance from Wil- son Creek.	TIME TABLE No. 19. IN EFFECT FEB. 9, 1908.		Distance from Leav- enworth.	Water, Coal, Wye, Fur, Fabrics, Sails and Cattle.	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.	
693	417	401		3	1					2			4			402		694
Misc. Freight Leave Daily Except Mondays	Fast Freight Leave Daily	Fast Freight Leave Daily		Passenger Leave Daily	Passenger Leave Daily								Passenger Arrive Daily	Passenger Arrive Daily		Time Freight Arrive Daily		Misc. Freight Arrive Daily Except Sundays
7 15am	2 20pm	3 45am		8 28pm	11 01am	228	0.0	DN-R	..... WILSON CREEK	Z	98.7	WCT	7 05am	7 13pm		1 25am		6 00pm
7 50	2 50	4 30		8 43	11 15	66	7.9		..... 7.9 STRATFORD.....		90.8		6 50	6 55		12 55		5 15
8 15	3 20	4 55		8 55	11 23	265	13.1	DN	..... 5.2 ADRIAN.....	AD	85.6	YO	6 39	6 48		12 35am		4 40
9 05	⁶⁹⁴ 4 10	5 20		9 15	11 39	105	23.1	DN	..... 10.0 EPHRATA.....	FR	75.6	W	⁴⁰¹ 6 20	6 26		11 50		⁴¹⁷ 4 10
9 50	5 00	7 05		9 35	11 53	43	33.3		..... 10.2 WINCHESTER.....		65.4		6 01	6 07		11 00		2 50
10 20	⁴ 5 52	7 35		9 50	12 03pm	112	39.4	DN	..... 6 QUINCY.....	QN	59.3		5 50	⁴¹⁷ 5 52		10 30		3 15
10 45	6 05	8 00		⁴⁰² 10 00	12 11	55	44.4		..... 5.0 CRATER.....		54.3		5 39	5 37		10 00		1 45
11 10	6 25	8 30		10 11	⁶⁹⁴ 12 21	76	50.6	DN	..... 6.2 TRINIDAD.....	DI	45.1	W 3mi.E	5 23	5 20		8 40		¹ 12 21
⁶⁹⁴ 11 35	6 45	8 55		10 21	12 28	67	55.5	DN	..... 4.9 VULCAN.....	V	43.2		5 11	5 05		8 05		⁶⁹³ 11 35
12 34pm	7 05	9 20		10 29	⁶⁹³ 12 34	66	59.6		..... 4.1 COLUMBIA RIVER.....		39.1		5 03	4 53		7 45		10 55
1 05	⁴⁰² 7 30	9 40		10 37	12 40	72	64.1	D	..... 4.5 ROCK ISLAND.....	R	34.6	W	4 55	4 42		⁴¹⁷ 7 30		10 30
1 35	8 00	⁶⁹⁴ 10 05		10 47	12 47	77	68.6		..... 4.5 MALAGA.....		30.1		4 48	4 32		7 15		⁴⁰¹ 10 05
2 30	9 00	10 50		11 15	1 10	117	75.9	DN	..... 7.3 WENATCHEE.....	WC	22.8	W	4 35	4 15		6 50		⁴⁰¹ 9 25 ⁶⁹³ 9 00
⁴ 3 55	9 40	11 30		11 35	1 25	85	82.8		..... 6.9 MONITOR.....		15.9		4 22	⁶⁹³ 3 55		6 25		8 15
4 30	10 10	11 55		11 54	1 39	67	86.5	DN	..... 3.7 CASHMERE.....	OM	12.2	W	4 13	3 47		6 10		8 00
⁴⁰² 5 35	11 00	12 50pm		12 20am	1 58	64	94.6	D	..... 8.1 PESHASTIN.....	PN	4.1		3 57	3 29		⁶⁹³ 6 35		7 20
6 00pm	11 55pm	1 40pm		12 35am	2 10pm	300	98.7	DN-R	..... 4.1 LEAVENWORTH.....	CH	0.0	WCT	3 50am	3 20pm		5 15pm		7 00am
Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily								Leave Daily	Leave Daily		Leave Daily		Leave Daily Ex. Sunday
693	417	401		3	1								2	4		402		694
10 45	9 35	9 55		4 07	3 09				Time Over District.				3 15	3 53		8 10		11 07
9 2	10 4	10 2		21 53	21 1				Average Speed Per Hour				30 15	25 2		12 1		9 0

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

All trains must register their arrival and departure at Wilson Creek and Leavenworth.
 Wilson Creek is the initial point for Nos. 1, 3, 401, 417 and 693.
 Leavenworth is the initial point for Nos. 2, 4, 402, and 694.
 Maximum rates of speed for Passenger Trains, and must not be exceeded anywhere on Districts mentioned:
 Between Wilson Creek and Quincy, 50 miles per hour.
 Between Quincy and Leavenworth, 45 miles per hour.

THIRD CLASS.	SECOND CLASS.	FIRST CLASS.	Car Capacity of Storage.	Distance from Bonner's Ferry.	TIME TABLE No. 19 IN EFFECT FEB. 9, 1908.	Distance from Kuskonook.	Water, Coal, Crumpling, Wagon, Turn Tables and Scales.	FIRST CLASS.	SECOND CLASS.	THIRD CLASS.
	379				STATIONS.				380	
	Mixed								Mixed	
	Leaves Tues., Thurs. & Sat.								Arrive Tues. Thurs. & Sat.	
	7.00 ^{am}			0.0	DR-R.....BONNER'S FERRY.....BY.	50.0	WY		12.30 ^{pm}	
				0.5	.....K. V. RY. JCT.....	49.5				
				1.0	.....DRAW BRIDGE.....	49.0				
				3.8	.....WATER TANK.....	46.2	W			
	7.30		17	7.7	.....RIZ.....	42.3			12.00	
				16.2	.....WATER TANK.....	33.8	W			
	8.00		20	16.8	.....COPPLAND.....	33.2			11.30	
	8.30		10	26.1	.....PORT HILL.....	23.9			11.00	
	8.35			26.7	.....RYKERTS.....	23.3			10.55	
	9.00 ^{am}		20	33.1	R.....CRESTON.....	16.9	W		10.30 ^{am}	
				38.4	.....WILKES.....	11.6				
				47.1	.....SIRDAR JCT.....	2.9				
			90	50.0	.....KUSKONOOK.....	0.0	WT			
	Arrive Tues., Thurs. & Sat.								Leave Tues. Thurs. & Sat.	
	379								380	
	2.00				Time Over District.				2.60	
	16.5				Average Speed Per Hour.				16.5	

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

Before entering main line at K. V. Ry. Jct., a flagman must be sent out to protect against main line trains.

All trains must come to a full stop not less than 200 or more than 800 feet from draw bridge, one mile west of Bonner's Ferry and will not proceed until draw bridge is known to be closed.

Between Wilkes (Wynndel Jct. C. P. R.) and Sirdar Jct., trains use C. P. R. tracks, and crews will be governed by C. P. R. rules and time table, and will observe all special rules and bulletins in effect.

On C. P. R. Mountain Standard Time (one hour faster than Pacific Standard Time) is used.

When necessary to use C. P. R. Tracks between Wilkes (Wynndel Jct. C. P. R.) and Sirdar Jct., arrangements must be made with C. P. R. at Creston, and orders received at that point.

All trains must register at Bonner's Ferry, K. V. Ry. Jct. and Creston.

Bonner's Ferry is the initial point for No. 379.

Creston is the initial point for No. 380.

Troy
Bonner
Hillyer
Bonner
Spokane
Wilson
Leavenworth
Wilson

CAPACITY OF DIFFERENT CLASSES OF ENGINES IN TONS, IN ADDITION TO WEIGHT OF ENGINE, TENDER AND CABOOSE.

STATIONS.	Rating Grade	20 x 32, 210 lb. F 5-1095-1109 F 6-1110-1129 F 7-1130-1139 F 8-1140-1214 F 9-1300-1324		19 x 32, 200 lb. G 2-700-719 G 3-720-769		20 x 26, 180 lb. G 1-600-615		19 x 26, 180 lb. F 1-500-565 D 5-450-475		19 x 24, 180 lb. D 4-400-426		19 x 24, 150 lb. D 1-360 D 2-300-359		18 x 24, 145 lb. B 20-197-206		17 x 24, 145 lb. B 6-232-238	
		Down	Up	Down	Up	Down	Up	Down	Up	Down	Up	Down	Up	Down	Up	Down	Up
Troy to Bonner's Ferry		2500		2100		2050		1475		1350		1125		875		775	
Bonner's Ferry to Hillyard	0.6	1800		1500		1200		1100		1000		850		625		575	
Hillyard to Bonner's Ferry	0.6	1800		1500		1200		1100		1000		850		625		575	
Bonner's Ferry to Troy	0.5	2100		1750		1400		1350		1150		1050		750		675	
Spokane to Wilson Creek	1.0	1200		1000		890		800		740		610		460		416	
Wilson Creek to Leavenworth	1.0	1200		1000		890		800		740		610		460		416	
Leavenworth to Wilson Creek	1.0	1200		1000		890		800		740		610		460		416	
Wilson Creek to Spokane	0.8	1330		1200		1050		960		890		840		560		500	

Chief Train Dispatcher may increase or decrease above rating as it may be found necessary.
 The following will govern when handling empty cars: With 10 or less empty cars in a train, no allowance will be made for wheel friction; with 10 to 20 empty cars in a train, add to actual weight 5 tons for each empty car for wheel friction; with more than 20 empty cars in a train add 6 tons per car for wheel friction.

Average weights of empty cars will be estimated as follows when not marked:

Box Cars, 28 to 30 foot	11 Tons
Box Cars, 33 foot	12 Tons
Box Cars, 34 foot	13 Tons
Box Cars, 36 foot	16 Tons
Box Cars, 40 foot	17 Tons
Refrigerators	20 Tons
Furniture, 30 to 40 foot	17 Tons
Furniture, 40 to 50 foot	19 Tons
Calouses, 8-wheel	17 Tons
Calouses, 4-wheel	10 Tons
Flat Cars, 28 to 30 foot	9 Tons
Flat Cars, 33 and 34 foot	11 Tons
Flat Cars, 40 foot	12 Tons

Coal Cars	12 Tons
Condola Cars	13 Tons
Oil Tanks	15 Tons
Ballast Cars	12 Tons
Steam Wreckers	75 Tons
Engine Tank (Empty)	10 Tons
Standard Engine and Tank	81 Tons
Small Mogul Engine and Tank	102 Tons
Large Mogul Engine and Tank	108 Tons
Consolidation Engine and Tank	116 Tons
Mail	25 Tons
Baggage	30 Tons
Coaches, 8-wheel	35 Tons
Coaches, 12-wheel	40 Tons
Dining Cars	41 Tons
Sleeping Cars	16 Tons
Ore Cars, Wood, 12' Steel	

Yardmasters will at all times make up trains in accordance with above instructions.

SPECIAL RULES.

West Bound Trains are Superior to East Bound Trains of the Same Class.

1. Before starting out on runs, Conductors must inform their engineers the number of loaded and empty cars in trains and how many cars of air are working.
2. Car capacity of sidings includes passing, house and other industry tracks, and is based on 40 foot cars.
3. Trains 689, 690, 691, 693, 694 and 696 will carry passengers when provided with ticket and freight train permit. Permits should not be issued for any of these trains for passengers to any points which will not be reached between daylight and dark. See Rules 180 and 181.
4. S. F. & N. Division train and enginemen will be governed by Time Table and Special Instructions of Spokane Division between Colbert and Spokane.
5. All empty flat cars, emigrant outfits and stock, wrecking outfits, boarding cars and other outfit cars must be hauled in rear of train. Oil tanks loaded and cars loaded with powder or other explosives must be at least 10 cars from engine.
6. Train and enginemen of the K. V. Ry. must know that their way is clear before entering G. N. Railway main line and must move only under protection of flag within the yard limits at Bonner's Ferry. All Great Northern trains must move with caution and with trains under full control within these limits, looking out for trains of the K. V. Railway.
7. **Speed Restrictions**—All trains must be handled under absolute control and without regard to making schedule time at all points where land or snow slides and falling rocks are liable to be encountered. Mallet Engines will not exceed speed of 20 miles an hour.

TIME INSPECTORS.

Spokane, GEO. H. DOERR.

Leavenworth, F. E. CARLQUIST.

COMPANY SURGEONS.

Dr. J. A. Quinn, Chief Surgeon, Suite 301-2-3 Ernst Bldg., Cor. 5th and Wabasha, St. Paul.
 Dr. J. W. Chamberlin, Ophthalmic Surgeon, Lowry Arcade, St. Paul.
 (Employees consulting Dr. Chamberlin should be provided with an order from the superintendent.)

Bonner's Ferry	E. E. FRY	Spokane	J. G. CUNNINGHAM
Newport	J. T. PHILLIPS	Harrington	J. M. GUNNING
Hillyard	J. FARROW	Wenatchee	FRANK E. CULP
Spokane	R. L. THOMPSON, Oculist	Leavenworth	G. W. HOXSIE

J. R. LUSK, Night Chief Dispatcher.
 G. W. TURNER, Chief Train Dispatcher.
 J. W. BELL, Trainmaster.
 W. CLARK, Asst. Superintendent.

8. Trains must approach under full control and not exceed 12 miles per hour passing over Bridge 220 at Paek River.
Trains must approach under full control and not exceed 8 miles per hour passing over Albany Falls Bridges.
Trains must reduce speed to 8 miles per hour through City of Spokane.
All except first class trains will approach Sand Point expecting to find main track occupied.
9. **Standard Clocks**—Trains on this Division will be governed by Pacific Standard Time. Clocks regulated to standard time are located at Telegraph offices at Troy, Bonner's Ferry, Hillyard, Spokane (Dispatcher's Office), Wilson Creek and Leavenworth.
11. **Yard Limits**—Yard Limit Boards are located at Troy, Bonner's Ferry, Colbert, Hillyard, Spokane, Wilson Creek and Leavenworth. See Rule 69.
12. **Deraill Switches**—Deraill switches are located at the following sidings:
Crossport, Colburn, West end Passing Track and West end House track Sandpoint, La Clede, East end House track Chattaroy, Morse, East end East Lead Hillyard, West end both Monroe street sidings, Spokane; Ft. Wright Spur, 200 feet from main track; Highland, east end of passing track switch; Galena, on industry track 200 feet east of west head block; Bluestem, 200 feet west of east head block; Harrington, house track, 135 feet from west switch; Downs, 130 feet from west switch; Wilson Creek, coal chute track; Crater, 170 feet from west head block; Trinidad, 192 feet east of west head block; Trinidad Sand Spur, 145 feet from west head block; Trinidad Gravel Pit; Vulcan, 200 feet east of west head block; Cashmere, 200 feet east of west head block; Peshastin east end of passing track switch.
13. Deraill switches must always be set for the ground except when in actual use, whether there are any cars on these tracks or not.
14. There are no industry tracks at following stations: Yakt, Katka, Crossport and Winchester.

NAME AND LOCATION OF SPUR TRACKS.

NAME	LOCATION	OFFERS	LENGTH	CAR CAPACITY
Bonner's Ferry Lumber Co.	1.4 miles east of Bonner's Ferry	East	4,204	100
Ham & Burns Spur	2.0 miles west of Moravia	East	558	10
McArthur's	3.5 miles east of Elmira	West	470	8
Paek River Spur	2.5 miles west of Elmira	East	619	11
Iola Spur	4.0 miles west of Elmira	East	494	8
Caribou Spur	2.5 miles east of Colburn	West	685	13
Noble Mill Spur	0.8 miles east of Colburn	East	300	4
McInnis Spur	4.1 miles west of Sand Point	East	500	8
McKinley's Spur	1.0 miles east of LaClede	East	612	22
LaClede Lbr. Co. Spur	At LaClede	West	4,706	113
Front-Cape Lumber Spur	At Wenatchee	West	925	19
Albany Falls Spur	3.0 miles east of Newport	East	782	16
River Spur	At Newport	West	3,170	83
Goodhue Spur	2.0 miles west of Newport	West	411	6
Farmworth Spur	0.3 miles East of Scotia	West	500	8
Arctic Ice Co. Spur	1.0 miles east of Camden	West	451	7
Phoenix Spur	2.0 miles West of Camden	West	1,013	21
Wash. Lbr. Co. Spur	1.0 miles east of Milan	East	615	11
Spokane Lbr. Co. Spur	0.8 miles east of Milan	West	749	14
Gess Spur	2.8 miles west of Milan	East	258	3
Davis Spur	1.4 miles east of Morse	East	1,780	40
Fort Wright Spur	0.5 miles west of Fort Wright	West	2,920	46
Portland Mill Co.	At Odessa	East	968	17
Sand Spur	2.0 miles west of Trinidad	West	804	16
Gravel Spur	2.5 miles west of Trinidad	West	1,519	25
Boat Track	1.0 miles east of Wenatchee	West	4,297	87
Sherman Spur	2.0 miles east of Peshastin	West	550	10
Lamb-Davis Spur	1.5 miles west of Wenatchee			
Lumber Lbr. Co. Spur	1.5 miles west of Grand			

TRICK DISPATCHERS:

C. A. COTTERELL,
 P. G. FLAHERTY,
 C. W. FISHER,
 F. SAUNDERS,
 J. H. TODD,
 W. H. WINGATE,